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Dewan.—What are the months during which you want the bar to remain open and closed?

Member.—The bar should be opened during the flood season, *i. e.*, in Edavam and Mithunam, and it should be closed after the 10th Thulam.

Dewan's reply.—The work will be entrusted to the Tahsildar, who should arrange for the timely opening and closing of the bar in the interests of agriculture.

74. Improvement of the means of communication in the Karunagappalli taluk.

Mr. Krishnan Madhavan (Member, Karunagappalli-taluk) said that the Karunagappalli taluk was the second in the State in point of land revenue and that, nevertheless, the means of communication in it were in a very inefficient condition. He suggested that a certain proportion of the land revenue might be set apart for public works in the taluk and that a Board be formed, with the Tahsildar as the President and a few of the leading ryots as members, to see to the proper expenditure of the allotment. Among the roads most necessary, he mentioned the one from the Neendakara bar to to Kunnankulangara.

Dewan.—This road has already been started.

The Member continuing requested that the following three roads and canal be improved:—

(1) Road from Pulimoottukara to Sasthankotta, 3 miles long.

(2) Road from Kallukadavu to Padanayarkulangara Cutcherry landing.

(3) Road from Thodiyur *pakuthi* to the Main Central Road, 2½ miles long.

(4) The Pavumba Canal should be deepened and improved over a length of 600 feet. The people had been agitating for it since 1073 and there was some correspondence about it since 1077. The canal was so very useful to the ryots that they would be ready to contribute a portion of the expenditure, if necessary, or a toll might be levied on every boat going by the canal till the entire outlay was realised.

Dewan's reply.—Noted.

75. Conversion of two village roads in the Mavelikara taluk into cartable roads.

Mr. C. K. Krishna Pillai (Member, Mavelikara taluk) said that there existed a very broad road from the 4th milestone of the Kayankulam—Punalur Road southwards to Thazhava. He requested that it should be gravelled and made cartable and added that no land acquisition was necessary. He also requested that the village road from Nediyanical temple in Thamarakulam to Oachira should be converted into a cartable road.

Dewan's reply.—Noted.

76. The need for more roads in the Chengannur taluk.

Mr. Devan Krishnaru (Member, Jenmi, Quilon Division) requested that the road from Mavelikara to Kozhencherry through Chengannur should be improved and made cartable.

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He knew that it would cost much, and if it could not be at once taken in hand on that ground, he suggested, as an alternative, that the 2½ miles of road from Mavelikara to Kollakadavu be made cartable. He also prayed that the road from Chengannur to Mannar, for which some lands had already been acquired, be broadened and made cartable. If none of the roads could be at once sanctioned, he requested that stringent instructions be issued to spend the annual maintenance allotments on the roads properly.

Dewan's reply.—Noted.

7. The hardships caused by the levy of ferry charges under the Public Canals and Ferries Regulation, especially in Thiruvalla.

Mr. K. M. Mammen Mappila (Member, T. I. C., Thiruvalla) represented that the levy of ferry charges under the Public Canals and Ferries Regulation, I of 1084, was a source of unmitigated suffering and inconvenience to the people. The Regulation, even if worked strictly in accordance with the letter and the spirit of the law, could not but inflict great hardships, especially upon the poorer classes of His Highness' subjects. When it was remembered what sort of persons the ferry contractors were, and how helpless, ignorant and innocent were the majority of the people who had to make constant use of the ferries, it would be easy to see how impossible to exaggerate were the evils arising out of the present arrangement. To the ordinary man the hardship was not in having to part with two cash but in the waste of time and the unnecessary inconvenience to which he was put by the indifference of the contractors' men. With the poor man it was all those put together. The income accruing to the Government from ferry charges was nominal and was completely out of proportion to the difficulties, hardships, losses and delays inflicted upon the pepople. In the matter of conveying vehicles and animals from one side of a river to the other, the difficulty was still greater. The scarcity of small coins also added to the stock of difficulties and inconveniences. When the financial condition of the State was otherwise prosperous, the Member thought that the levy of ferry charges was an unnecessary burden, if it was meant to maintain the ferries in that way. The Member then graphically described his own personal experience at some of the ferries of the Thiruvalla taluk. A man going from Thiruvalla to Mavelikara over a distance of 12 miles had to pay ferry charges at three different places. The Regulation had particularly exempted the school-boy from payment of the ferry charges but he had to attend school late on almost all days. He then cited the case of a beggar who had an opportunity of getting a meal at a feast, on the opposite bank of a ferry. Under the rules, he had first to earn at least two cash before he could think of the feast and, if he had not another two cash, he would have to remain on the other side till he begged and earned it. Then again, he knew of another incident in which a man, who had no cash with him and who had an urgent business on the other side of the river, jumped into the river to swim across but the ferry boatman had the audacity not to allow that even. All that, he said, was no exaggeration, but he mentioned them because they would give the Government an idea of the extent of the sufferings of the poor people under the existing ferry laws.

On being asked by the Dewan whether the Member had any amendments to propose to the existing Regulation or

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